



# SCANIA

# PRESS info

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## Scania Citywide LF and LE – brand new family of city and suburban buses

Scania Citywide is a new range of low-floor and low-entrance buses with distinctive, friendly styling that makes them readily recognisable in an urban environment. The interior has been designed to be warm and welcoming to passengers. Advanced ergonomics will appeal to drivers and the optional adjustable dashboard complies with German standards. Engines are offered for diesel, biodiesel, gas, biogas and bioethanol operation. The buses are built entirely out of aluminium to save weight and facilitate recycling.

Scania's strategy is to provide its customers with complete buses and coaches in every segment and thus continues to extend its portfolio of such vehicles via the worldwide Scania network. The latest addition to Scania's new bus and coach family is the Scania Citywide, styled with strong family ties to the Scania Touring.



*Scania Citywide LE*

*Scania Citywide LF*

### The Scania Citywide range

Scania Citywide is a range of urban and suburban buses comprising various low-floor (LF) and low-entry (LE) configurations that includes two- and three-axle, as well as articulated buses.

Powertrain options include engines for diesel/biodiesel, gas/biogas and bioethanol operation, all meeting the EEV emission standard. This means that Scania offers the

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widest choice of alternative fuel engines in the market, enabling operators to tailor environmental solutions to the demands of most customers. Other emission levels are offered outside the European Union.

All Scania Citywide models are built at Scania's bus factory in Słupsk, Poland, a facility established in 1993 that now specialises in building all-aluminium Scania buses.

### **Distinctive exterior styling**

The Scania Citywide has been styled to stand out in a busy urban environment with its dynamic, sculptural lines and contemporary exterior design. It also has a clear family resemblance with other buses and coaches in Scania's new product range.

Typical of the new family of Scania buses is the 'wrapping T' that is formed by the front, with its characteristic service hatch and lamp units, and the big one-piece windscreen with integrated signbox. These lines sweep unbroken past the hidden A-pillars into the sides with their vast glazed areas.

Apart from a new rear bumper and an enlarged radiator hatch – enlarged to cope with future cooling demands – the rear of the bus remains mainly unchanged, featuring the characteristic inverted trapezoidal rear window, LED tail lamps and large engine hatch.

Overall the styling is devised to signal agility and robustness. The lines at the front and along the sides convey the impression of stability and a low centre of gravity.



The shape of the windscreen continues up into the standard signbox (up to 1,800 mm wide), creating a coherent frontal design. A bigger, slightly protruding top is available as an option for signboxes up to 2,060 mm wide. The signboxes are placed to provide maximum legibility from a distance as well as at an angle from the pavement near the bus.

### **Frontal aspect**

The front light units are important brand carriers, sharing the same expression as the Scania Touring. Special attention has been paid to the integration of all light functions, including daytime running lights and position lights, all using LED technology. Dipped and main beam are halogen as standard, with optional LED.

The one-piece glued windscreen offers an uncluttered view for the driver. The driver-side rearview mirror is placed close to the base of the window line and thus close to

the driver, providing a wide viewing angle. The kerbside mirror is mounted at the top of the window line to be out of harm's way for passengers at bus stops.

The front section features an opening centre section and the light unit covers are detachable for easy access. The 3-section bumper is easy to repair and has a 'memory' function to resume its original shape after minor bumps.

### **Interior ambience**

The contemporary impression continues inside. Improved material finish and new, lighter colours have been chosen to create a harmonic and spacious atmosphere throughout the bus.

The low-floor models are optimised for smooth passenger flow and plenty of space for wheelchairs, prams and standing passengers. In the low-entry models, the seats are forward-facing for maximum comfort during longer trips. All areas and all materials are easy to clean.



### **Driver station**

The driver's environment is an integrated design, with sweeping, coherent panels, ergonomics and a solid feel that are typical of Scania. The colour scheme differs from that in the passenger area, which is lighter and more inviting to lead passengers into the bus.

The driver station is also more spacious with generous seat and steering wheel adjustments. The driver's seat has been moved backward and lowered to accommodate large-framed drivers. The steering wheel has generous tilt (20 degrees) and reach (85 mm) adjustments with a pneumatic lock mechanism. In addition, the steering wheel can be tilted to a horizontal position for easy access to the driver's seat.

The two levers on the steering column adjust with the steering wheel to be in the same relative position to the wheel, keeping all driving controls at fingertip reach. The LH lever controls indicators, lights and windscreen wipe/wash. The RH lever controls gearchanging (with Scania Opticruise) and the Scania Retarder. Dashboard-mounted button controls are used for the ZF automatic transmission. The fact that these controls are column-mounted means that nothing is in the way for the driver to move.

As an option, Scania offers an adjustable dashboard according to the German VDV standard.

Pendant pedals are used to ensure a comfortable foot angle and safe brake application. The partition behind the driver is non-transparent and extends all the way up to the roof.

Powerful defrosting is provided and electrical windscreen heating is an option. Athermic treatment is also available to reduce solar radiation. Separate heater/ventilation nozzles are used for the side window and for the floor area.

### **Aluminium bodywork**

All body panels and the body structure of the Scania Citywide are made of aluminium, which is light and strong. The panelling is also designed to be easy to repair or replace in case of damage. The aluminium is easy to recycle and can be used several times without any deterioration in quality.

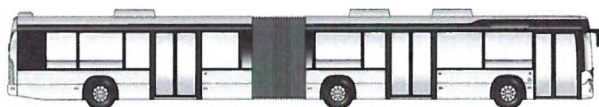
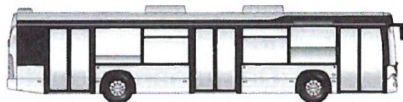
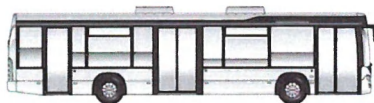
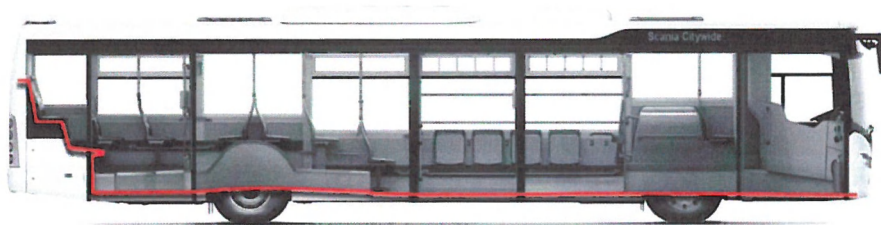
The body sections are extensively modularised, providing high flexibility e.g. in terms of door layouts. Up to 4 doors can be fitted on an 18-m articulated bus.

### **Scania Citywide LF**

The Scania Citywide LF is a low-floor city bus range built with a low floor throughout the bus. The following versions are available:

- 2-axle low-floor
- 18 m 3-axle articulated low-floor

The transverse rear-mounted 9-litre EEV engines are available in the following versions: 230 or 280 hp diesel/biodiesel, 270 hp bioethanol and 270 hp gas/biogas, the latter with roof-mounted tanks. Automatic 5- or 6-speed transmission from ZF.



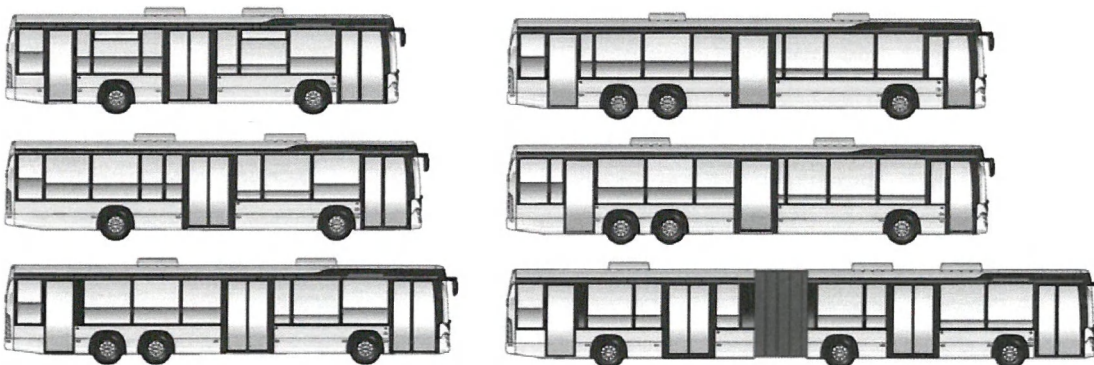
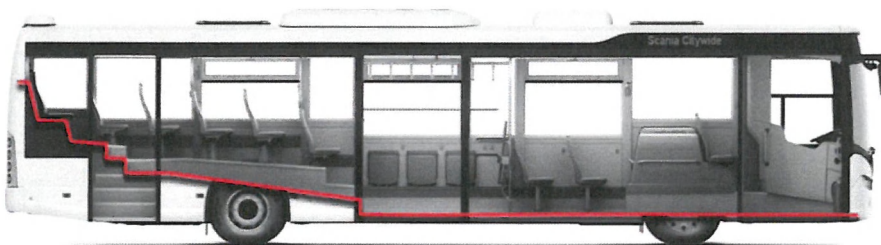
*Scania Citywide LF*

### Scania Citywide LE

The low-entrance Scania Citywide is a highly flexible design suitable for city or suburban operation. The bus is built in the following versions:

- 2-axle low-entrance
- 3-axle low-entrance
- 18 m 3-axle articulated low-entrance

These buses have longitudinal rear-mounted 9-litre engines: 230, 280 or 320 hp diesel/biodiesel engines, 270 hp bioethanol and 270 or 305 hp gas/biogas (roof-mounted tanks). Scania Opticruise 8-speed automated gearchanging is suitable for longer runs outside city centres, offering highly fuel-efficient mechanical power transmission. The automatic 5- or 6-speed transmission is supplied by ZF.



*Scania Citywide LE*

For other press material and pictures, please visit the Busworld pressroom at [www.scania.com/media](http://www.scania.com/media).

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